

## **Historic, Archive Document**

Do not assume content reflects current scientific knowledge, policies, or practices.



# United States Department of Agriculture,

## DIVISION OF PUBLICATIONS.

JOS. A. ARNOLD, Editor and Chief.

WASHINGTON, D. C., *August 16, 1909.*

### THE YELLOW PINES OF THE SOUTH.

Although more than sixty names are used more or less locally in speaking of southern yellow pine, the trees which supply such a large part of the valuable lumber used to-day all belong to three species—the longleaf, the shortleaf, and the loblolly pines. The longleaf pine furnishes timber of greater strength and durability than either of the others. It is unsurpassed as a structural timber and finds a wide use in the building of bridges, trestles, and warehouses where great strength and durability are necessary. It is also the source from which come turpentine and resin. Though inferior to longleaf pine, both the other species furnish vast quantities of valuable lumber for building purposes, box-making, cooperage, etc. As the longleaf pine becomes scarcer shortleaf and loblolly pine are being substituted for it more and more. The wood of both species is specially adapted to the modern processes for wood preservation. The life of timber from these species can be lengthened from three years to fifteen years by preservative treatment. Creosote oil is the material most commonly applied to preserve wood. Longleaf pine is difficult to treat because of its density and the large amount of resin it contains. Without treatment it lasts well, but not so well as treated wood of the other species.

During the year 1906 southern pines furnished nearly 19 million railroad ties, a considerable part of which received preservative treatment. They also furnish large quantities of timber for use in mines.

Nearly all the lumber sawed from southern pines is kiln-dried before it is put on the market. This is done to reduce its weight and to prevent the “bluing” which often results from the attacks of a fungus.

Many of the mills which work up the southern pine logs are located near the coast in order to enjoy the advantages of shipment by water. From Norfolk, Charleston, Savannah, Pensacola, Mobile, New Orleans, and other southern ports large quantities of sawed timber and lumber are shipped to northern markets, as well as to markets in foreign lands. From mills located at interior points shipments are made by rail to Chicago, St. Louis, Kansas City, and other large inland market centers.

The United States Department of Agriculture has recently issued an instructive account of the “Properties and Uses of Southern Pines” (Forest Service Circular 164). It gives a description of the three species which makes it comparatively easy to distinguish them. It also gives such a description of the wood as will enable the dealer or buyer to tell with a fair degree of certainty from which species yellow pine lumber has been sawed. But the most important feature of the circular is an account of the behavior of timbers sawed from each species under the exhaustive tests which the Government has made. This circular is for free distribution.

